

this is just another vehicle for the left's wish list.

The most frustrating thing about it is that Tennesseans have repeatedly told me that a smart, targeted plan to fund infrastructure improvements would make a tremendous difference in local communities and in our State. They support that type of investment. They want to see that. Roads, bridges, waterways, highways, broadband, airports, they are for that. What they don't support is an administration that repeatedly promises one thing and then chooses to do the opposite.

Just like last month's over-the-top spending bill, this month's multitrillion-dollar boondoggle isn't just a waste of taxpayer dollars; it is a missed opportunity to rebuild parts of our economy that were struggling to keep up before the pandemic hit.

Here is a number for your talking points: Less than 6 percent. And what is less than 6 percent? That is the amount, that is the percentage of this \$2 trillion bill that actually goes to infrastructure projects—less than 6 percent.

Tennesseans are asking me: How could this possibly happen? We have been talking about having an infrastructure bill now for about 3 years, and you bring a bill forward—the Democratic leadership does—and less than 6 percent goes to infrastructure.

Now, this sounds like a familiar tactic: Redefine your standards, put less than 10 percent of your funding toward your stated purpose, then throw the rest into yet another handout for projects that would not stand a chance. They wouldn't have a snowball's chance of receiving public support on their own, much less 60 votes here in this Chamber.

President Biden's American jobs plan ignores rural Tennesseans who have to navigate flood plains to get to work or to get to school. It bypasses crumbling bridges they can't avoid, but it sure does pay a lot of attention to Green New Deal policies that were non-starters even before Speaker PELOSI lost ground in the House.

Climate change studies and union payouts take precedent over roads, bridges, ports, airports, and waterways. In fact, this absurd scheme spends more taxpayer money on electric cars than on all of those things combined. Yes, you heard me correctly. This so-called infrastructure bill spends more money, more of your hard-earned tax dollars, on electric cars than on all of the roads, bridges, highways, ports, airports, and waterways. That is correct.

Another day, another power grab made worse by job-destroying, corporate tax increases that will put American companies at a global disadvantage. It is no wonder Democrats have been working overtime to stretch the definition of "infrastructure" past the point of reason.

These days, entire White House press briefings rely on the idea that the definition of "infrastructure" will con-

tinue to evolve—as they say, it is going to evolve—to make it include whatever the Democrats decide that it should include. It is a time-honored liberal trick that has run its course.

They can tweet that lie every day for the next 4 years if they choose, but here in the real world, we are dealing with an economy still in recovery, major industries in crisis, and millions of families who are working terribly hard and long hours to just make ends meet.

What we are seeing here isn't just a disconnect. This is an administration attempting to impose their socialist vision on a country that cannot sustain the cost.

To my colleagues on the other side of the aisle, I want to be clear. That vision of America that you have invented to fulfill this purpose does not exist. It is time to come up for air and talk a little reality.

I know it is a popular thing here in Washington to claim that elections have consequences, but on your first day back in power, the Democratic Party got together and marched right across the line that separates consequences from punishment. Punishment, that is what they are all about.

I would also encourage my Democratic colleagues to remember that when they do this, when they put together these trillion-dollar handouts for radical special interests, political pain for their opponents isn't the only result. They are punishing their neighbors, their friends, communities that are in their States. They are making life harder, much more difficult, for local businesses and small business manufacturers, and they are exposing our weaknesses to our adversaries.

I will tell you, if President Biden and the majority leader shove yet another blank check through this Chamber, they are going to find out in a hurry. I really do believe, how little the American people have to give for their leftist agenda.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. CARDIN. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### CLOTURE MOTION

The PRESIDING OFFICER. Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

The legislative clerk read as follows:

#### CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on the nomination of Executive Calendar No. 55, Polly Ellen Trottenberg, of New York, to be Deputy Secretary of Transportation.

Charles E. Schumer, Patrick J. Leahy, Richard J. Durbin, Christopher A.

Coons, Patty Murray, Jeff Merkley, Tammy Baldwin, Elizabeth Warren, Robert Menendez, Richard Blumenthal, Kirsten E. Gillibrand, Chris Van Hollen, Ron Wyden, Angus S. King, Jr., Robert P. Casey, Jr., Amy Klobuchar, Christopher Murphy.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the nomination of Polly Ellen Trottenberg, of New York, to be Deputy Secretary of Transportation, shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from Washington (Mrs. MURRAY) is necessarily absent.

Mr. THUNE. The following Senators are necessarily absent: the Senator from Kansas (Mr. MORAN), the Senator from Alaska (Ms. MURKOWSKI), the Senator from Florida (Mr. RUBIO), and the Senator from North Carolina (Mr. TILLIS).

Further, if present and voting, the Senator from Florida (Mr. RUBIO) would have voted "nay."

The yeas and nays resulted—yeas 81, nays 14, as follows:

[Rollcall Vote No. 143 Ex.]

#### YEAS—81

Baldwin	Graham	Peters
Barrasso	Grassley	Portman
Bennet	Hassan	Reed
Blumenthal	Heinrich	Risch
Blunt	Hickenlooper	Romney
Booker	Hirono	Rosen
Boozman	Hoeven	Rounds
Brown	Hyde-Smith	Sanders
Burr	Inhofe	Sasse
Cantwell	Johnson	Schatz
Capito	Kaine	Schumer
Cardin	Kelly	Shaheen
Carper	King	Sinema
Casey	Klobuchar	Smith
Cassidy	Lankford	Stabenow
Collins	Leahy	Sullivan
Coons	Lujan	Tester
Cornyn	Lummis	Thune
Cortez Masto	Manchin	Toomey
Cramer	Markey	Van Hollen
Crapo	Marshall	Warner
Duckworth	McConnell	Warnock
Durbin	Menendez	Warren
Ernst	Merkley	Whitehouse
Feinstein	Murphy	Wicker
Fischer	Ossoff	Wyden
Gillibrand	Padilla	Young

#### NAYS—14

Blackburn	Hagerty	Scott (FL)
Braun	Hawley	Scott (SC)
Cotton	Kennedy	Shelby
Cruz	Lee	Tuberville
Daines	Paul	

#### NOT VOTING—5

Moran	Murray	Tillis
Murkowski	Rubio	

The PRESIDING OFFICER (Mr. HEINRICH). On this vote, the yeas are 81, the nays are 14.

The motion is agreed to.

The Senator from Ohio.

#### AMAZON UNION DRIVE

Mr. BROWN. Mr. President, on Friday, Amazon, one of the world's largest corporations, successfully crushed the most recent union drive at one of their warehouses, where workers were organizing for a voice on the job.